

## **AMENDMENT(S) TO THE SPECIFICATION**

**Please insert the following paragraph at page 1, line 3:**

### **CROSS REFERENCE TO RELATED APPLICATION**

The present application is a 35 U.S.C. §§ 371 national phase conversion of PCT/SE2003/001488, filed 25 September 2003, which claims priority of Swedish Application No. 0203138-3, filed 22 October 22, 2002. The PCT International Application was published in the English language.

**Please replace the paragraph beginning at page 1, line 4, with the following rewritten paragraph:**

The present invention relates to a device for fuel transfer for transfer from a return tank to a main tank in combustion engines; ~~according to the preamble to patent claim 1.~~

**Please replace the paragraph beginning at page 2, line 23, with the following rewritten paragraph:**

These objects are achieved according to the invention ~~by means of a device which has the features indicated in claim 1.~~ Fuel for an engine is supplied from a first fuel tank. Return fuel from the engine is gathered in a second fuel tank for resupply to the engine. The second fuel tank is connected to and replenishable from the first fuel tank. The engine receives all its fuel from the second tank. On the second fuel tank there is a level device for regulating the fuel level. The level device is supplied with fuel from the first fuel tank via a first line. The first line has an inlet which is intended for fuel and which is connected to the second fuel tank in order to be able to remove fuel from the latter. The inlet is arranged at a level corresponding to the intended fuel level in the second fuel tank.

**Please delete the paragraph beginning at page 3, line 13.**

**Please replace the paragraph beginning at page 5, line 13, with the following rewritten paragraph:**

The fact that the fuel in the second fuel tank 6 can be kept well-vented and at a reasonably constant level results in reliable fuel supply to the engine 2 via the second line 8, the inlet to which is situated low down. The second fuel tank 6 also with advantage having a significantly smaller volume than the first fuel tank 5, advantageously not more than about one-tenth of the latter's volume, means that fuel splashing is ~~minimised~~ minimized and that the inlet to the second line 8 always receives fuel even when the fuel level in the first fuel tank 5 is low and during vigorous ~~manoeuvring~~ maneuvering of a vehicle.

**Please replace the paragraph beginning at page 5, line 10, with the following rewritten paragraph:**

In long vehicles, e.g. buses, there is usually great distance between engine and fuel tank. This has previously ~~make~~ made it necessary, when a fuel stoppage occurs, to use a hand pump to bring fresh fuel to the engine before attempting to start up again. Such problems may be obviated by a solution according to the invention whereby fuel stoppage can be indicated when the first fuel tank 5 is empty, while there is still fuel remaining in the second tank 6 to cater for an attempt to start up again.